

WEATHER FORECAST:  
Rain tonight and Thursday.  
Full Report on Page 2.

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## HALE HERE TO CONFER WITH PRESIDENT OVER SITUATION IN MEXICO



DR. WILLIAM BAYARD HALE,  
Special Investigator in Mexico for President  
Wilson, Who Has Returned to  
Make a Report of the Situation.

### INVESTIGATION RESULTS WILL BE BARED

Bryan Also to Have a Talk With  
Special Envoy on Real  
Conditions.

LACKS OFFICIAL REPORTS

Secretary of State Refuses to  
Comment on Reports of  
Foreign Loan.

Dr. William Bayard Hale, who reached Washington this afternoon from Mexico, probably will confer with President Wilson late today regarding the result of the investigations he has been making in Mexico. Dr. Hale was sent to Mexico by the President before Ambassador Henry Lane Wilson returned to the United States, and his work there is said to have aroused considerable adverse criticism. The President, however, is said to have implicit faith in his judgment.

Secretary Bryan, who declared today that he had received no news whatever from Mexico in the last twelve hours, probably will confer with Dr. Hale tomorrow morning. The Secretary left Washington this afternoon for Easton, Md., to deliver a chautauqua lecture.

He declined this morning to comment on the reports from European countries to the effect that the nations on the other side are anxious for this country to recognize Huerta in order that their loans to the Mexican government might be protected. Nor would he discuss the large movements of troops in Mexico. As far as his manner indicated, the Secretary is as sanguine as ever that an early adjustment of the Mexican situation is pending.

Press reports from Mexico are to the effect that the recent scare among Americans incident to President Wilson's warning to them to leave the country, has considerably abated and that the exodus has slackened to a notable extent. Hundreds of Americans in various parts of Mexico are showing no desire whatever to leave.

### Democrats Alarmed For Tariff Measure

Senate Democratic leaders are in a state of alarm today over the situation respecting the tariff bill, the income tax, and the currency. So much discussion is developing on their side of the chamber that the passage of the tariff bill is felt by many to be endangered. The leaders are not sure of their ground on the income tax because of growing insurgency and the insistence on higher graduated rates on big fortunes. As to currency, the opposition to the Administration bill on the Democratic side is pronounced.

Senator Newlands is absent and the leaders fear lest he vote against the tariff bill. Uncertainty as to one other Senator adds to their apprehension. In the caucus last night, much wrangling developed and the income tax question was not even reached much less disposed of. The insurgents were no strong in the caucus that they upset the program of the Finance Committee leaders and prevented free admission of wild bird plumage.

### Bloodshed Charged In Coal Mine Strike

Coal mine strikes and bloodshed in the Cabin Creek district, West Virginia, were charged by the United Mine Workers today by President M. T. Davis, of the Consolidated Cabin Creek Coal Company, testifying before the Senate Committee on Education and Labor in its inquiry into the West Virginia coal strikes.

### Gauss Explains Work Of Title Commission

Prodding the special commission named to clear up the Government title to lands lying along the Anacostia river and in other sections, the House Committee on Public Buildings and Grounds today questioned Henry C. Gauss, special assistant attorney of the Department of Justice and secretary of the commission.

Mr. Gauss said eight more months will be needed to straighten out the title tangle. Chairman Clark and other members of the committee intimated the commission had been proceeding slowly, and Mr. Gauss explained no one had any idea of the magnitude of the job when it was undertaken.

The committee took under advisement the work of the commission, which was named by a Republican Congress and which the Democrats now seem to be after.

Bradley Fails to Get  
High Rate on Hemp

When the tariff discussion was resumed in the Senate today, Senator Bradley of Kentucky tried to get the duties on hemp increased. On a roll call, his efforts were beaten by the close vote of 26 to 28. Senator Thornton of Louisiana, Democrat, voted for the increased rates.

Lobby Board Adjourns.

The Senate lobby investigating committee today finished its probe of the alleged lobby activities of the National Manufacturers' Association and took an indefinite adjournment. Further sessions of the committee will not be held until the tariff bill is disposed of by the Senate.

## Locomotive of White Mountain Express, With Wreckage of Rear Pullman Of Bar Harbor Express Hanging to It—Below Is Damaged Locomotive



### NAVY BOARD SPLIT ON YARD PROJECTS

Biggest Dry Dock Yet Is Asked  
by Inspectors in Their Report  
of Conditions.

Recommendations for the construction of a new dry dock of the largest dimensions and a conflict by members of the board as to the reopening of the New Orleans yard were the salient features of the report made today by the naval board of inspection.

The improvements of the Norfolk Navy Yard is declared to be one of the pressing needs because of its proximity to Hampton Roads and the frequent mobilizations that take place at that point. It is recommended that an appropriation be asked to provide for the construction of a building slip, large enough to take the biggest battleship. This slip should be located on what is known as the Schmoole tract now owned by the Government. The construction of a new ship fitters' shop and a new foundry are also declared to be a necessity.

Urges More Navy Yards.

The board declares that it is important for the efficiency of the fleet that the extension of navy yards be coincident with the development of the navy. "Depending on private plants," the report says, "impulse naval efficiency, and is a menace to the national defense." In the majority report on the New Orleans navy yard, which was signed by three members of the board, Capt. George R. Evans, Naval Constructor William G. DuBois, and Civil Engineer Archibald L. Parsons, it is recommended that the New Orleans navy yard remain closed as at present, but it recommended that the use of the floating dry dock there be continued. Rear Admiral George R. Edwards, president of the board, reported in favor of immediately reopening the yard, but was in the minority.

Two reports also were made as to the Pensacola navy yard. The majority report favors the immediate reopening of the naval station there and that it be made into a first class navy yard.

Reports also were made on the naval stations at Portsmouth, New York, and Philadelphia, but only minor recommendations were made.

### Sherbrooke Expects Thaw to Be Deported

SHERBROOKE, Quebec, Sept. 3.—People here are positive that Harry K. Thaw is to be deported. Justice Hutchinson's ruling on Police Chief Boudreau's petition for Thaw's release on a habeas corpus writ is expected this afternoon or tomorrow. The case of E. Roger Thompson, the chauffeur, who drove the car in which Thaw escaped from Matteawan, who is charged with bringing a fanatic into the Dominion, was again continued today, until next Wednesday.

It is now conceded by the Thaw attorneys that the big trial must be with the immigration authorities. The action of the authorities in virtually ordering the release of Thaw makes it certain that he will be liberated from jail in one way or another. N. K. Lafamme, K. C. of Montreal, arrived here today to join Thaw's counsel. Lafamme is recognized as one of Canada's greatest criminal lawyers.



## McCHORD IS AFTER RECORDS OF CARS

Commissioner Gathers Data to Back Demand for Sweeping  
Reforms—Would Limit Speed and Distance Between  
Trains, and Compel Use of Steel Cars by All Roads.

By JUDSON C. WELLIVER.

To require by law that within a fixed period all railroads must equip themselves with steel passenger cars; to impose this requirement likewise on the great Pullman Company; and to give the Interstate Commerce Commission special and drastic authority to prohibit running wooden trains too close together or at dangerous rates of speed, are the most important features of legislation which the commission favors to end the slaughter of passengers.

Commissioner C. C. McChord set the wheels of commission authority turning today, to get detailed information to back a demand for such sweeping reforms. His first act was to wire the general manager of the Pullman Company demanding a "statement showing number of cars used in passenger train service, number of such cars of wooden construction, of all-steel construction, and of steel under-frame construction; also number of cars now under construction and proportion of same of wood, steel and steel under-frame."

MAYOR FITZGERALD ASKS INFORMATION.

Within a short time after this message had been sent, Mr. McChord received a telegram from Mayor Fitzgerald, of Boston, asking if the commission could not compel the Pullman company to use steel cars. "Certainly," said the mayor, "this company cannot plead poverty of resources; millions of its present capital has been the company's gift to its stockholders in the last twenty years. Am sending same telegram to Massachusetts public service commission."

After making public these telegrams, Mr. McChord discussed for The Times the sort of legislation needed to protect the traveling public.

"I think," he said, "that it should be

### ARMY-NAVY GAME GOES TO NEW YORK

Football Classic to Be Played  
at Polo Grounds November  
29—Army Wins Its Point.

The annual Army-Navy football game will be played November 29 at the Polo Grounds, New York city, provided satisfactory arrangements can be made with the owners of the field. This decision was reached today at a conference between Secretary of the Navy Daniels and Acting Secretary Breckinridge called the conference. Representing West Point were Captain Koehler, director, and Lieut. Philip Matthews, assistant director, of the athletic association. The Navy was represented by its director, Lieut. A. P. Fairfield.

The Army and Navy representatives met respectively, with the heads of the War and Navy Departments before getting together in a common conference. The conference itself was entirely amicable, and adjourned with both sides fairly satisfied.

Every year since 1900, the annual game has been played at Franklin Field, Philadelphia, with the exception of 1905, when the contest was called off because of the death of one of the West Point players. The Army has long wanted the game held at New York, because of the greater number of seats offered for sale at the Polo grounds, but the Navy has insisted on Franklin Field as a midway point between West Point and Annapolis.

Three years ago the controversy grew bitter, and negotiations were suspended until action was taken by the Secretaries of War and the Navy, to bring the two sides together. As private organizations, the athletic bodies are not under the orders of the War and Navy Departments, and consequently their agreement today is not the result of compulsion.

The result was a victory for the Army, which for years has been endeavoring to move the game from Philadelphia to New York. It was because of the Army's stubborn stand in this respect that all negotiations were broken off between the two associations about a week ago, and the announcement made that there would be no game.

Determined that the contest should be held at all hazards, Secretary Daniels and Acting Secretary Breckinridge called the conference. Representing West Point were Captain Koehler, director, and Lieut. Philip Matthews, assistant director, of the athletic association. The Navy was represented by its director, Lieut. A. P. Fairfield.

The experience of other roads with the modern all-steel car on high-speed trains is that such cars do prevent loss of life and do contribute greatly to the safety of passengers.

So far as it is true that the all-steel car is a great factor in the safety of railroad travel that a high Pennsylvania railroad official recently told the Interstate Commerce Commission that the all-steel equipment of that road had more than paid for itself.

Interstate Commerce Commission officials today went over the long list of New Haven wrecks in the last two years.

The Fairfield wreck of June 4, 1911, was a freight wreck. Then came the wreck of the federal express at Bridgeport, July 12, 1911. In that twelve were killed and 100 injured. Here, the cars which suffered chiefly were wooden cars, and the loss of life was largely due to their use. They crushed to pieces like so many eggshells. So it was in the case of the Middletown, Burlington, Clinton, Stonington Junction, Westport, Stamford and other wrecks on the New Haven in the calamitous years 1911, 1912 and 1913.

Striking data as to the prevalence of the use of the wooden car on the New Haven was given to the officials of the Interstate Commerce Commission at the time of the Stamford wreck by Mr. Wildin, mechanical superintendent of the New Haven. He said that out of a total of 238 cars of various types comprising the passenger equipment of the New Haven at the time of the Stamford wreck, June 12, 1913, only thirty-one were of all-steel construction, the balance being constructed of wood.

Of the Pullman cars used on the road, there were 23, which twenty-four were of all-steel construction, fifty-sev-

## "RAILROAD SLAUGHTER OF PASSENGERS MUST STOP," SAYS I. C. C.

### BEGINS PROBE OF NEW HAVEN'S COACHES

Secret Investigation to Be  
Blocked by Orders From  
Officials in Capital.

CONGRESS STIRRED TO ACT

Demand Steel Cars at Once, Is  
Consensus of Opinion of  
Prominent Men.



C. C. McCHORD,  
Chairman of the Interstate Commerce  
Commission, Who Has Instigated a  
Probe of the Pullman Company.

Ruthless slaying of men and women as victims of a car construction of a past age must cease. The mandate today is the stand of the Interstate Commerce Commission and a group of legislators, who are thoroughly incensed over the twenty-one killed and thirty injured in the New Haven road wreck of yesterday.

Woden cars are directly responsible for the terrible death toll on the New Haven railroad in its long series of wrecks within the last two years.

This grim fact came out today from the Interstate Commerce Commission. There in cold type are the figures of hundreds killed and injured. And the wooden car is the reason for the enormous death list.

Searching investigation of all the wrecks on the New Haven death line, in New England, has revealed beyond a doubt the fact that the steel car—a strong safety factor—has been absent in all of them.

The sweeping death totals were swelled in each case solely because there were wooden cars in these wrecks.

MARSHALL INCENSED AT SITUATION.

With Vice President Marshall searching for the New Haven, which is making its report on the wreck at the Pennsylvania, at 7, rone, Pa., July 20, 1912. That report and what occurred in that wreck are a striking commentary on the value of the steel car. Officials of the commission say there is no question the steel car does tend to protect human life.

The Tyrone wreck was almost a duplicate of the wreck at Wallingford. It was rear end. A high-speed train smashed into another train which was just leaving the station. The rear train was going forty miles an hour. Not a passenger was killed. The only person killed was the engineer of the rear train. The cars used were all of them steel.

In the case of the Tyrone wreck, the cars, instead of being crushed to pieces, had their vestibules crushed and the ends more or less damaged. But the damage was not such as to break the cars to pieces or to cause telescoping. Thus, passengers escaped with their lives.

Similar lessons can be gleaned by going through reports of other wrecks in which the steel car was used. In the wreck at Corning, N. Y., on the Delaware, Lackawanna and Western, July 4, 1911, a wooden car in the rear of the train was smashed to fragments, but the steel equipment stood up. No one was killed in the steel equipment, and the loss of life was confined in the wooden car.

In the rear-end collision at Odessa, (Continued on Ninth Page.)

IN CONGRESS TODAY.

SENATE.

Met at 11 o'clock. Hearings conducted by Senate Banking and Currency Committee by the committee in charge of the West Virginia inquiry and the lobby committee.

Foreign Relations Committee in session. Tariff discussion resumed. Much discussion informally of all-steel car question.

HOUSE.

House met at noon.

Hetch-Hetchy valley bill passed. Routine business transacted, with debate on general deficiency bill scheduled to begin this afternoon. Lobby investigation was continued. Public Buildings Committee investigated work of special commission to clarify titles to Government lands in District.

Consideration of currency bill resumed by Banking and Currency Committee.

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